

M. Gains
HOTEL MANSIONS.
SPECIAL SHOW
Monday, Jan. 20, 1908.
HATS, TOQUES AND
BLOUSES,
FOR THE RACES.

The China Mail.

ESTABLISHED 1845

No. 13,979.

號九廿月正年八零百九千一英

HONGKONG, WEDNESDAY, JANUARY 29, 1908

日六廿月二十年未丁

PRICE, \$3.00 Per Month.

M. Gains
No. 12, ROBINSON RD.,
KOWLOON.
MILLINERY
Hats, Toques & Blouses
LARGEST ASSORTMENT IN THE
COLONY.

Intimations.

THORNE'S
OLD VAT

\$15
PER
CASE



As supplied
to the
House of
Commons

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE
OF GREENOCK AND HAS BEEN SOLD SINCE 1851

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA
A. S. WATSON & Co. Ltd.

Hongkong, May 1, 1907.

CHINESE NEW YEAR HOLIDAY

IN accordance with Government Notifi-
cation No. 4111 THE EXCHANGE BANKS
will be CLOSED for the Trans-
action of Public Business on MONDAY
the 29th proximo.

Hongkong, January 28, 1908.

NOTICE.

BY kind permission of Lieut. Col. N. S.
RITCHIE and Officers 2nd (Queen's
Own) Cameron Highlanders, the band of
the Regiment will play selections at the
ORIENTAL HOTEL, 2, Queen's Road
Central, during Dinner on MONDAY
the 29th proximo.

C. FRERICH, Manager.

Hongkong, January 28, 1908.

NOTICE.

MISS F. ALLEN will not hold herself
responsible for any Debts incurred by
her wife, AUGUSTA ALLEN, from or
hereafter this date.

F. ALLEN.

14, Queen's Rd. Central, Top Floor.
Hongkong, January 28, 1908.

NOTICE.

C. KWONG WO of 29, Pottinger Street
Central, Hongkong, having accepted
the Tenancy of the Caravan of H.M.S.
KENT, NOTICE IS HEREBY GIVEN
to all Tradesmen and others concerned
that the Commanding Officer and Ship's
Company of H.M.S. KENT do not hold them-
selves responsible for any Debts contracted
by the said C. KWONG WO.

GERALD C. A. MARASCAUX,
Captain,
H.M.S. Kent.

Hongkong, January 28, 1908.

NOTICE.

THE Interest and Responsibility of Mr.
HEINRICH CONSTANTIN
EDUARD MEYER in our Firms ceased
by mutual consent on the 31st December,
1907.

MEYER & CO.

HONGKONG, SHANGHAI,
HANKOW, CANTON, January 24, 1908.

WANTED.

AN EUROPEAN OFFICE ASSIST-
ANT, must be good Typist and with
knowledge of Book-keeping. Apply by
letter to

'ASBESTOS',
Care of 'CHINA MAIL' Office.

Hongkong, January 28, 1908.

SITUATION WANTED.

AN ENGLISH NURSE or NURSERY
GOVERNESS now at Outport dis-
engaged April of May, offers services on
voyage home.

M.
Care of 'CHINA MAIL' Office.

Hongkong, January 27, 1908.

WANTED.

GOOD Second-hand MILLNERS' SAFE
(3 feet opening). DEPOSIT.
Apply to

Care of 'CHINA MAIL' Office.

Hongkong, January 2, 1908.

WANTED.

A POSITION in a Bank or Mercantile
Firm, by a PORTUGUESE, Age 38,
Efficient accountant, correspondent in
English and typist; with thorough ex-
perience of general office work. No objection
to Coast Ports. Salary moderate.

Apply to 'OLBERG',
Care of 'CHINA MAIL' Office.

Hongkong, January 14, 1908.

KWONG WOO.

JEWELLER, DEALING IN SILK,
&c., &c., &c.

at No. 18 QUEEN'S ROAD, CENTRAL.

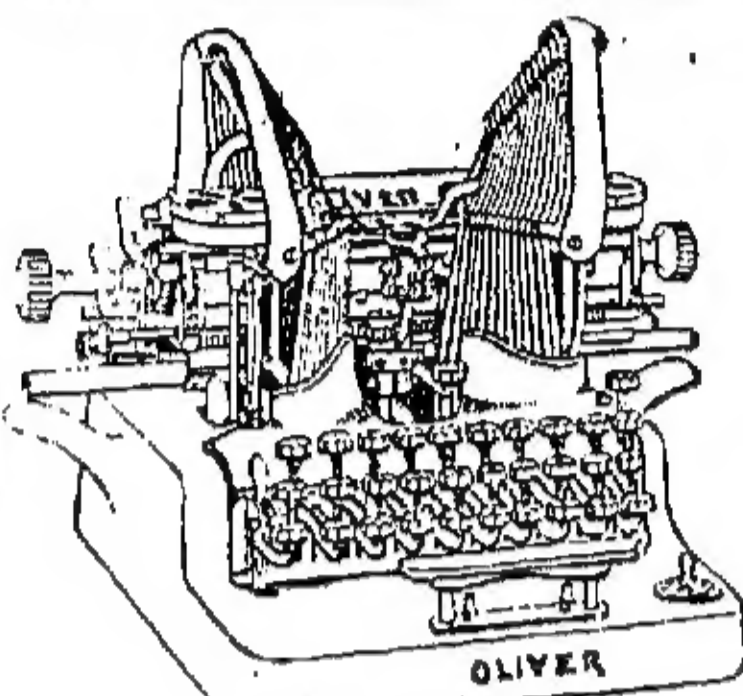
begs to inform his Patrons and the
General Public that owing to necessary
extension of stock to meet increased busi-
ness he will remove to his new and more
spacious premises at No. 60 Queen's Road,
Central, 7 doors East of his present pre-
mises on 4th January, 1908.

Hongkong, December 27, 1907.

Business Notices.

FOR SALE
ROCK BORING DRILL, 500 ft.

W. S. Bailey & Co.,
ENGINEERS,
20, CONNAUGHT ROAD CENTRAL.



December 12, 1907.

OLIVER
STANDARD

VISIBLE TYPEWRITER.
Clean, Simple, Quick, Durable.

HEAVY MANIFOLDER.

ROMBACH & CO.,

17A, QUEEN'S ROAD CENTRAL.

Sole Agents.

CHAMPAGNE
THE LEADING BRAND

G. H. MUMM & CO.
REIMS



Shewan, Tomes & Co.
GENERAL AGENTS

HONG KONG, CANTON
& MACAO.

Hongkong, January 27, 1908.

HONGKONG BENEVOLENT
SOCIETY.

THE ANNUAL MEETING of this So-
ciety will be held in the CITY HALL
on THURSDAY, January 30, at 5.30 p.m.
All members are invited to be present.
Hongkong, January 30, 1908.

SCOTTISH MASONIC QUADRILLE

ASSOCIATION.

A REGALIA DANCE will be held in
the CITY HALL, on FRIDAY, the
7th February. Dispensation to wear
Regalia for English and Scotch Masons
has been received from the District Grand
Masters. No invitations to this Dance will
be issued after the 5th day of February.
A Launch will leave the Star Ferry
Wharf at 2 A.M. to convey Kowloon re-
sidents back.

JOHN J. BLAKE,
Hon. Secretary.

Hongkong, January 22, 1908.

HONGKONG CLUB.

NOTICE.

THE POST OF COMPRADORE to the
above CLUB becomes VACANT on
the 31st MARCH, 1908. Applications to
fill the same will be received by the Under-
signed up to the 31st January, 1908.

C. H. GRACE,
Secretary.

Hongkong, January 6, 1908.

HONGKONG CLUB.

NOTICE.

APPLICATIONS will be received by the
Undersigned up to the 29th February,
1908, for the Post of ACTING SECRE-
TARY to the above Club for Twelve Months
from the 1st April, 1908 to the 1st April,
1909, with the prospect of a permanent
appointment as Secretary.
Applicants should be unmarried as resi-
dence on the Club Premises is essential.

By Order,
C. H. GRACE,
Secretary.

Hongkong, January 27, 1908.

NOTICE TO SUBSCRIBERS.

WE have this day REMOVED our
establishments to No. 14 Des Voeux
Road Central (opposite to Messrs Wm.
Powell, Ltd.)

CAMPBELL, MOORE & Co., Ltd.,

Hongkong, December 30, 1907.

WEST RIVER TRIPS FROM

HONGKONG.

Round Trip 8 Days.

Comfortable Steamers—Delightful Climate.

THE most interesting and picturesque

scenery in South China.

For further information, apply to

BUTTERFIELD & SWIRE,

Agents, West River British S.S. Co.,

Hongkong, October 25, 1907.

WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the HEAD

QUARTER OFFICE, VICTORIA BARRACKS,

until 12 o'clock Noon, on WEDNESDAY,

the 12th of February, 1908, for the under-

mentioned Supplies and Services for the

period of 12 months from 1st April, 1908:—

1. MEAT.

2. HOSPITAL SUPPLIES and MEDICAL

COMFORTS.

3. GENERAL SUPPLIES and PROVISIONS.

4. OIL, WICK and BARRACK SUPPLIES.

5. COAL, COKE, WOOD and CHARCOAL.

6. SANITARY SERVICES and SCAVENGING.

7. WASHING.

8. TRANSPORT SERVICES (Supplies of

Laundries, Junks, Coolies, etc.)

9. FORAGE.

Forms of Tender and any particulars can

be obtained on application to this Office,

personally or by letter, addressed to the

Officer Commanding, Army Service Corps,

between the hours of 10 A.M. and 4 P.M.

The Tenders must be properly filled up,

signed and dated, and no Tender will be

noticed unless delivered upon the proper

form at the Head Quarter Office by 12 Noon

on the above date, in a Closed Envelope

marked 'Tender' on the outside.

The right to reject any or all Tenders is

reserved.

HEAD QUARTER OFFICE,

VICTORIA BARRACKS,

Hongkong.

Hongkong, January 28, 1908.

M. C. C. TURKISH CIGARETTES.

THE BEST on the MARKET.

SOLE AGENTS FOR SOUTH CHINA AND THE

STRAITS SETTLEMENTS.

A. KOTAS & CO.,

NEW TRAVELLER'S HOTEL.

Hongkong, January 24, 1908.

THE CARLTON HOTEL.

Most Centrally Situated—Elegantly Furnished.

VERY COMFORTABLE RESIDENCE

FOR PERMANENT BOARDERS AND TOURISTS.

FIRST CLASS TABLE. TERMS VERY REASONABLE.

APPLY TO THE MANAGER.

HUMPHREYS' ESTATE & FINANCE

CO., LD.

THE SHARE CERTIFICATE No. 4394

for Twenty-five Shares numbered

76651 to 76675 inclusive fully paid-up

standing in the name of

PEDRO NOLASCO DA SILVA of Macao,

having been LOST or destroyed, Notice is

hereby given that unless the said certificate

be produced at the Office of the Company,

Alexandra Buildings, Des Voeux Road

Central, Hongkong, on or before the 24th

February, 1908, a New Certificate for the

said Shares will be issued and the Old Cer-

tificate will thereafter be held by the Com-

pany as null and void.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, January 24, 1908.

Business Notices.

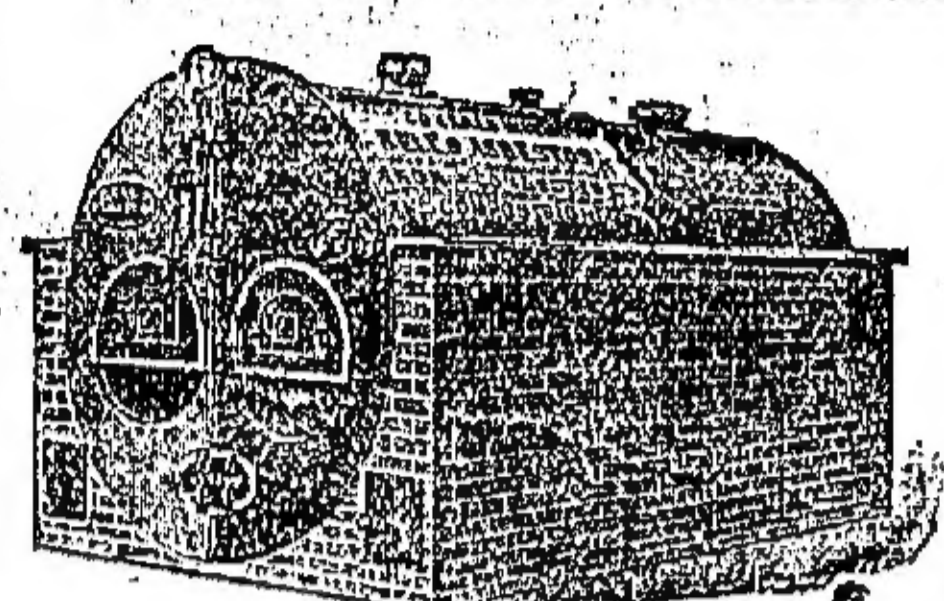
BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STRAIPIPES

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.



ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Bags of 1 cwt. each.

Office: 6, DES VOEUX ROAD

LANE, CRAWFORD & CO.

LADIES' DEPARTMENT

STOCKTAKING SALE

JANUARY 27th to 31st, INCLUSIVE.

THE WHOLE STOCK IN THIS DEPARTMENT

WILL BE OFFERED AT THE

VERY LOWEST PRICES

TO CLEAR.

LANE, CRAWFORD & CO.

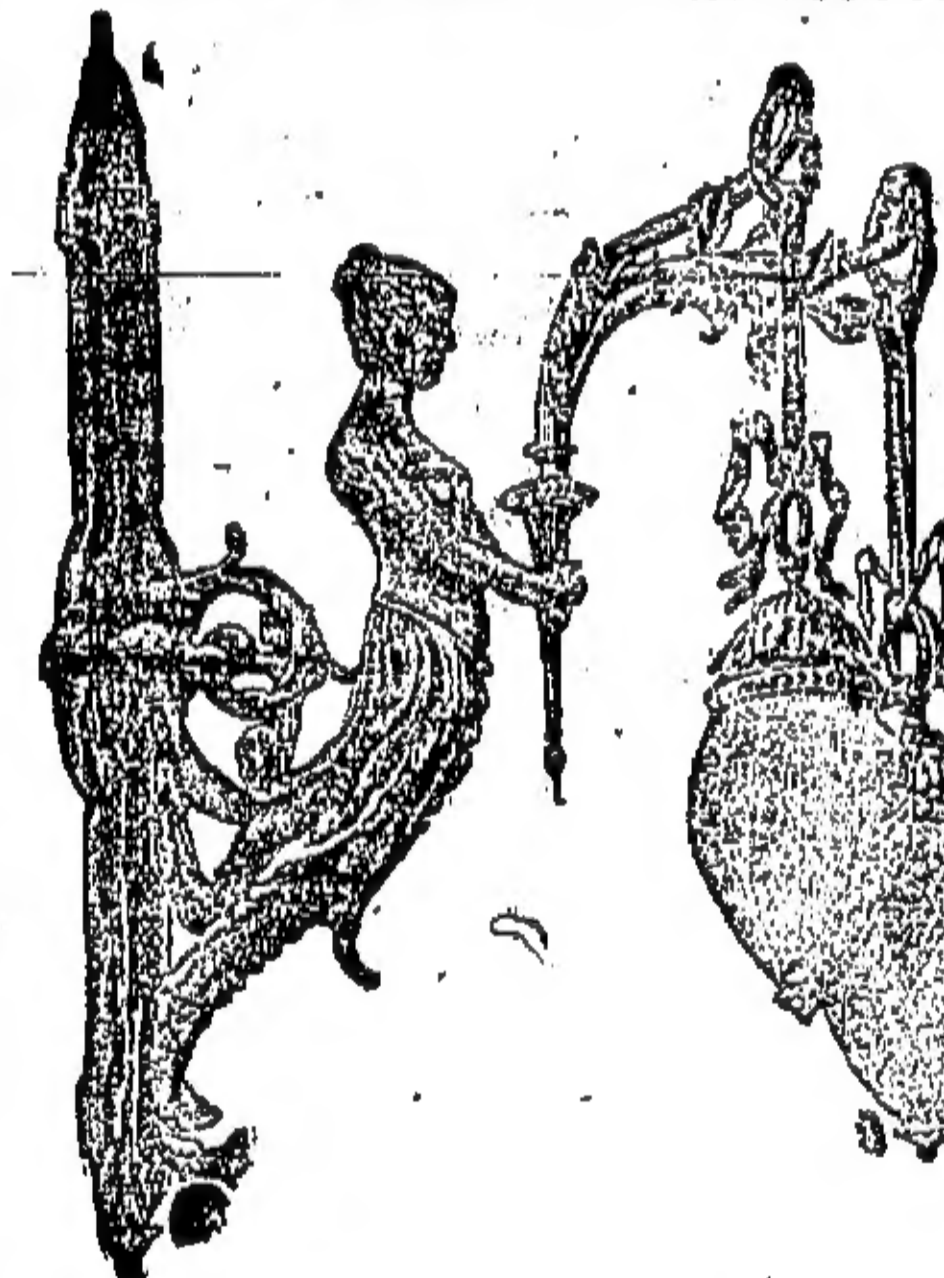
TELEPHONE, 97.

WILKS & JACK, LD.

ELECTRICAL, MECHANICAL AND GAS ENGINEERS

SOLE AGENTS IN CHINA FOR

The Welsbach Incandescent Gas Light Co.



MANUFACTURERS & OWNERS

in the

UNITED KINGDOM

of the

WELSBACH, INCANDESCENT

GAS LIGHT SYSTEM.

A large stock of the latest

and most improved Fittings

and Burners on hand.

AUR' MANTLES, GERAPET

AND MOST RELIABLE.

SHOW ROOMS & OFFICES:

14, Des Voeux Road Central,

HONGKONG.

14, Robinson Road, Kowloon.

TELEPHONES 358 & 384.

Hongkong, September 3, 1907.

PHOTO SUPPLY STORE.

MEE CHEUNG & CO., beg to announce they have OPENED A NEW PHOTO
SUPPLY STORE at BEACONSFIELD ARCADE, opposite the City Hall, owing to the
demolition of the building the Company's Store in the dookong Hotel corridor is closed.
All Kind of Photographic Goods, and views of the Colony are on Sale. Developing
and Printing undertaken at reasonable terms for Amateurs.

MEE CHEUNG.

105 HOUSE ROAD AND BEACONSFIELD ARCADE.

Hongkong, April 2, 1907.

ORIENTAL HOTEL

No. 2, Queen's Road Central.

Mrs M. MATTHEW, Proprietress.

A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.

CUISINE under European Supervision. Grills at short notice. Private Bar and

Billiard Rooms. Monthly Rates for Fifth and Dinner.

For particulars, apply to

C. FRERICH, Manager.

Hongkong, September 24, 1907.

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Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUNDS.....
Sterling.....\$10,000,000
Silver.....\$11,750,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COLETT OF DIRECTORS:—
G. H. MURDOCH, Esq., Chairman.
Hon. Mr. HENRY KENNEDY, Deputy Chairman.

G. Friedland, Esq., E. Schellin, Esq.,
A. Fuchs, Esq., R. Sheehan, Esq.,
E. Goetz, Esq., H. A. W. Slade, Esq.,
O. R. Leuzmann, Esq., H. E. Tomkins, Esq.,
A. J. Raymond, Esq.,
CHIEF MANAGER:—
Hongkong—J. R. M. SMITH.

MANAGER:—
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 3 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months 3½ per cent. per annum.
For 6 months 4 per cent. per annum.
For 12 months 4½ per cent. per annum.

Hongkong, January 18, 1908.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at a PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
J. R. M. SMITH,
Chief Manager.

Hongkong, January 12, 1907.

THE MERCHANTS BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000
PAID-UP CAPITAL.....£1,125,000
RESERVE FUNDS.....£2,500,000

INTEREST allowed on Current Accounts at the rate of 3 per cent. on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 months 4½ per cent. per annum.
For 6 months 4 per cent. per annum.
For 3 months 3½ per cent. per annum.

EVAN ORMISTON,
Manager.

Hongkong, May 1, 1907.

YOKOHAMA SPECIE BANK.

ESTABLISHED 1880.
CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS.....16,550,000

BRANCHES AND AGENCIES:—
TOKYO, KOREA, NAGASAKI,
HONGKONG, SHANGHAI, PEKING, TIENTSIN,
PORT ARTHUR, DALNY, ANTUNG,
LYON, MANCHURIA, TAIPEI, CHANGCHUN.

HEAD OFFICE—YOKOHAMA.
HONGKONG—INTEREST ALLOWED:
On Current Accounts at the rate of 2½ per cent. on the daily balance.

ON FIXED DEPOSITS:—
For 12 months 4½ per cent. per annum.
For 6 months 4 per cent. per annum.
For 3 months 3½ per cent. per annum.

TAKEKO TAKAMOTO,
Manager.

Hongkong, April 6, 1907.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

PAID-UP CAPITAL.....£1,200,000
RESERVE FUNDS.....£1,475,000
RESERVE LIABILITY OF PROPRIETORS.....£1,200,000

INTEREST allowed on Current Accounts at the rate of 2½ per cent. on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 months 4½ per cent. per annum.
For 6 months 4 per cent. per annum.
For 3 months 3½ per cent. per annum.

JOHN ARMSTRONG,
Manager.

Hongkong, January 7, 1908.

THE BANK OF TAIWAN LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).
AUTHORISED CAPITAL.....Yen 5,000,000.
PAID-UP CAPITAL.....Yen 3,750,000.
RESERVE FUNDS.....Yen 850,000.

HEAD OFFICE—TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:—
Amoy, Kobe, Tientsin, Peking, Shanghai, Yokohama, etc.

HONGKONG OFFICE:—
3, Des Vaux Road.
Interest allowed on Current Accounts, Deposits received on terms which may be seen on application.

D. TORDOW,
Manager.

Hongkong, April 6, 1907.

Banks.

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL, PAID-UP.....GOLD \$3,250,000.
Max. \$7,222,222.
RESERVE FUND.....GOLD \$3,250,000.
Max. \$7,222,222.

HEAD OFFICE:—
60 WALL STREET, NEW YORK.
LONDON OFFICE—THE PRUDENTIAL HOUSE, E.C.

LONDON BANKERS:—
National Provincial Bank of England, Ltd.
The Capital and Counties Bank, Ltd.

BRANCHES AND AGENCIES ALL OVER THE WORLD.

THE Corporation Transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 3½ per cent. on the daily balance.

ON FIXED DEPOSITS:—
For 12 months 4½ per cent. per annum.
For 6 months 4 per cent. per annum.
For 3 months 3½ per cent. per annum.

No. 9, QUEEN'S ROAD CENTRAL.
HONGKONG.
W. M. ANDERSON,
Manager.

Hongkong, January 24, 1908.

NEDERLANDSCHE HANDELS-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).
ESTABLISHED 1834.

PAID-UP CAPITAL.....Fl. 45,000,000 (23,750,000).
RESERVE FUNDS.....Fl. 3,378,375 (2,448,000).

HEAD OFFICE—AMSTERDAM.
HEAD AGENCY—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Calcutta, Bombay, Ceylon, Java, Medan (Deli), Palembang, Rotterdam, Amsterdam, London, etc.

Correspondents at Macassar, Batavia, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, etc.

LONDON BANKERS—The Union of London and Smiths Bank, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED
On Current Accounts 2½ per cent. on the daily balance.

Fixed Deposits 12 months 4½ per cent. per annum.
Do. 6 months 4 per cent. per annum.
Do. 3 months 3½ per cent. per annum.

J. L. VAN HOUTEN, Agent.
Hongkong, November 18, 1907.

THE NATIONAL BANK OF CHINA, LIMITED.

HEAD OFFICE—HONGKONG.

AUTHORISED CAPITAL.....\$699,475.
PAID-UP CAPITAL.....\$242,718.
CAPITAL RESERVE FUND.....\$12,735.
RESERVE FUND.....\$300,000.

LONDON BRANCH:—
61, Old Broad Street, E.C.
MANAGER:—GEORGE MUNRO.

LONDON BANKERS:—
Parr's Bank.
Commercial Bank of Scotland.

The Bank grants drafts and telegraphic transfers and conducts every description of Eastern Banking business.

INTEREST allowed on Current Accounts at the rate of 2½ per cent. on the Daily Balance.

On Fixed Deposits for 12 months 5 per cent. per annum.
For 6 months 4 per cent. per annum.
For 3 months 3½ per cent. per annum.

G. O. MOXON,
Managing Director.

Hongkong, September 28, 1906.

RUSSO-CHINESE BANK.

ORGANISED UNDER IMPERIAL DECREE OF 10th DECEMBER, 1895.

CAPITAL.....15,000,000 Roubles.
PAID-UP CAPITAL.....2,000,000 Rb. Tsels.
CAPITAL contributed by CHINESE GOVERNMENT.....5,000,000 K. Tsels.

RESERVE FUND.....Roubles 9,240,000.

HEAD OFFICE—ST. PETERSBURG.

LONDON OFFICE—41, Threadneedle St., E.C.

BRANCHES AND AGENCIES:—
Amoy, Kobe, Peking, Shanghai, Yokohama, etc.

INTEREST allowed on Current Accounts at the rate of 2½ per cent. on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 months 4½ per cent. per annum.
For 6 months 4 per cent. per annum.
For 3 months 3½ per cent. per annum.

JOHN ARMSTRONG,
Manager.

Hongkong, January 7, 1908.

THE BANK OF TAIWAN LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).
AUTHORISED CAPITAL.....Yen 5,000,000.
PAID-UP CAPITAL.....Yen 3,750,000.
RESERVE FUNDS.....Yen 850,000.

HEAD OFFICE—TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:—
Amoy, Kobe, Tientsin, Peking, Shanghai, Yokohama, etc.

HONGKONG OFFICE:—
3, Des Vaux Road.
Interest allowed on Current Accounts, Deposits received on terms which may be seen on application.

D. TORDOW,
Manager.

Hongkong, April 6, 1907.

GEO. P. LAMMERT

AUCTIONEER.

PUBLIC AUCTIONS.

THE Undersigned has received instructions to Sell by Public Auction, on

THURSDAY,

the 30th January, 1908, at 2.30 P.M., at No. 29, MORRISON HILL ROAD,—

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE.

(Particulars from Catalogue).

TERMS:—As Customary.

GEO. P. LAMMERT,
Auctioneer.

MILNERS' PATENT

FIRE RESISTING

Safes

(As supplied to the principal banks and mercantile houses).

NEOPHONES!

THE ONLY DISC-PHONOGRAPH ON THE MARKET.

NEOPHONES NEED

For Sale.

FOR SALE.
A Second-hand, 62 ft. STEAM LAUNCH in good repair, with all accessories. Apply to

Care of 'CHINA MAIL' Office.
Hongkong, January 26, 1908.

FOR SALE.

INLAND LOT No. 1708.
SITUATE at North Point, SHAUKEI WAN ROAD, Hongkong, (next to the Metropole Hotel).

The Property contains by admeasurement 102,650 square feet. Crown Rent \$238.00 per annum.

For further particulars, apply to

GOLDING & BARLOW,
Solicitors.

10, Queen's Road Central.
Hongkong, September 11, 1907.

HOW TO DO MORE BUSINESS.

MANY AMERICANS have built up great commercial enterprises, by the use of Trade-News items supplied by our CLIPPING BUREAU: Chinese merchants can do the same if they follow American methods.

We clip business news from more than 50,000 papers monthly, and send these items to you while there is good prospect of supplying what is needed and doing business.

We can send you news and clippings on any line of business, or any subject, and you will be able to know, IN TRUTH, just what American business methods are like, and where there are openings for Chinese merchants.

Suppose, for instance, you are a maker of Pottery: our Clipping Bureau might find in some paper an item saying that a big wholesale Pottery concern was being organized in a certain town—well, of course, you would send you that business-news item, and give you a chance to do business with that firm.

We can do just the same in any line of business, for there is always something being done on that it might pay Chinese merchants to know.

We can supply you with advertisements of all the great American merchants and manufacturers, so that you may assimilate their ideas and increase your business in China the way we do here.

To avoid delay, send ten dollars (Mex.) for one month's trial order. Subsequent rates can be determined according to service. It won't cost any money to send for our free book which tells all about our service and how much it costs. Send for it today.

Consular references.

INTERNATIONAL PRESS CLIPPING BUREAU.

DEARBORN STREET, CHICAGO, ILL. U.S.A.

Hongkong, September 24, 1907.

I. M. CUSTOMS SALARIES.

A Probable Increase.

For several years past members of the I. M. Customs have from time to time agitated for increased remuneration. On up to the diminution in the value of the taol and the enhanced cost of living an increase

all round was granted about ten years ago, in some cases as much as a hundred per cent. and in others forty and sixty per cent. To the outdoor staff about sixty per cent. was given, and since then a further rise has been in contemplation. The "Shanghai Mercury" understands that at the present moment the matter is under consideration by the authorities at Peking, and it is believed that the announcement of a twenty-five per cent. increase will shortly be made.

DEPUTY LIEUTENANTS.

Speaking at the annual dinner of the 4th Volunteer batt. the Royal Fusiliers (City of London Regt.), at the Hotel Cecil, Mr. Haldane made an important announcement regarding the position of deputy-lieutenants of counties under the Territorial Army scheme. Changes were impending, he said, and a communication had just been sent out by the War Office on the subject. He had received the King's approval of an order that the position of deputy-lieutenant was to be reserved to those who had earned it by military title. (Cheers.) No one would, in future, be approved by the King as deputy-lieutenant who had not served for ten years in some form; it might be as a volunteer or a territorialist, or as one who had rendered services to the county association. On the contrary, if they scratched the surface they would not find a better fighting force than the British in the world. (Cheers.) But they must not swagger too much. It was not the custom in this country to swagger too much about our strength. He feared that they had misled foreign nations by their modesty. (Laughter.) During the darkest days of the South African war there was one thing which made foreign nations and foreign generals marvel—our courage. There was no indication of loss of courage.

VICTORIA CINEMATOPHGRAPH.

GREAT CHANGE OF PROGRAMME.

A MAGNIFICENT FILM ALI BABA OR THE FORTY THIEVES.

FREGOLINI, TRAM FORMIST AND MONOLOGUE.

DOROTHY AND HER SONGS.

FUNNY BOB-BOB (R. A. MACDONALD) NEW SONGS.

Two Performances Nightly.

Don't Forget the Address:—
DES VEAUX ROAD (POTTINGER STREET CORNER).

Hongkong, December 23, 1907.

NORTH BRITISH AND MERCHANT INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1906, £17,897,119.

—Authorized Capital £2,000,000
—Subscribed Capital £2,750,000
—Paid-up Capital £2,750,000

II—Fire Funds.....\$3,388,730 19 8
III—Life & Annuity Funds \$13,762,888 8 6

Revenue Fire Branch.....\$1,537,119 8 1
Life & Annuity Branch.....\$1,713,408 10 10

Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

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W. G. HUMPHREYS & CO.

BANK BUILDINGS.
Hongkong, May 18, 1906.

A HISTORY OF UNION CHURCH.

BY Rev. G. H. BONDFIELD and D. DYER BELL, M.R.A.S.

Edited by Rev. C. E. HICKLING.

To be had at the 'China Mail' Office, 8, Queen's Road Central.

Price.....\$1.00.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Gun.	H.P.	Captain.	Last reported at.
Alacrity*	despatch-vessel	1700	12	5000	Comdr. E. La T. Leatham	Hongkong
Antrea	cruiser, 2nd class	4360	10	9000	Capt. S. L. Vaughan Lee	Shanghai
Bodford	cruiser, 1st class	6700	2	—	Capt. E. S. Watkins	Hongkong
Bramble	river gunboat	710	2	800	Lieut.-Comdr. Davidson	Shanghai
Brilliant	river gunboat	710	2	800	Lieut.-Comdr. Bamber	Hongkong
Cadmus	water tank and tug	1070	6	1400	Comdr. B. L. Majendie	Hongkong
Cherub	sloop	880	—	—	—	Hongkong
Olo	torpedo boat destroyer	1070	6	1400	Comdr. O. D. S. Ralke	Hongkong
Fame	cruiser, 2nd class	380	6	6700	Lieut.-Comdr. Gresson	Hongkong
Flora	cruiser, 2nd class	4360	10	7000	Capt. R. Nugent	Hongkong
Handy	torpedo boat destroyer	275	6	4000	Lieut.-Comdr. W. H. Darwell	Hongkong
Har	torpedo boat destroyer	275	6	4000	Lieut.-Comdr. Dickens	Hongkong
Janus	torpedo boat destroyer	275	6	4000	Lieut.-Comdr. Freemantle	Hongkong
Ken	cruiser, 1st class	9000	14	22,000	Capt. De Horsey	Hongkong
King Alfred	cruiser, 1st class	14,000	14	30,000	Capt. Cecil F. Thorsby, R.N.	Singapore
Kinsha	river gunboat	618	4	1200	Comdr. A. J. Tuke	Yangtze
Monmouth	cruiser, 1st class	138	2	800	Comdr. A. J. Tuke	Hongkong
Monmouth	river gunboat	85	2	240	Lieut.-Comdr. E. Vaughan	Yangtze
Nightingale	river gunboat	85	2	240	Lieut.-Comdr. J. Kiddie	Hongkong
Oblique	river gunboat	85	2	240	Lieut.-Comdr. O. C. Walcott	West River
Robin	river gunboat	85	2	240	Lieut.-Comdr. T. Kiddle	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Comdr. T. Kiddle	West River
Snipe	river gunboat	85	2	240	Lieut.-Comdr. T. Kiddle	West River
Taka	torpedo boat destroyer	275	6	4000	Lieut.-Comdr. D. Strath	Hongkong
Tamar	river gunboat	4860	6	—	Commodore Stokes	Yangtze
Tal	river gunboat	180	2	240	Lieut.-Comdr. Godfrey	Shanghai
Thetis	river gunboat	710	2	900	Lieut.-Comdr. West	Hongkong
Vingo	torpedo boat destroyer	855	6	6800	Lieut.-Comdr. Stevenson	Hongkong
Waterwitch	surveying ship	689	—	450	Comdr. R. W. Glennie	Hongkong
Whiting	torpedo boat destroyer	380	4	5900	Lieut.-Comdr. Cox	Upper Yangtze
Widgeon	river gunboat	195	2	800	Lieut.-Comdr. G. B. Spiller-Simon	Upper Yangtze
Woodcock	river gunboat	150	2	600	Lieut.-Comdr. Todd	Upper Yangtze
Woodlark	river gunboat	150	2	600	Lieut.-Comdr. J. F. Knox	Upper Yangtze

* Flag of Vice-Admiral Sir W. Arthur Moore, Commander-in-Chief.

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FIRST-Class Boarding House.
Room for one per day, \$5.00.
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Monthly Rates: Single, \$100 & \$110.
Two in a Room, \$50 extra.
Hongkong, November 2, 1907. 1754

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SHAUKWAN ROAD.

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MACHADO'S FAMOUS STRING BAND will be in attendance

EVERY SUNDAY EVENING, from 4.30 to 8.30 p.m.

Dancing will be held every SATURDAY EVENING from 7.30 p.m. to 11.30 p.m.

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ON THE BAYVIEW CONVEYANCE.
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THE COMMERCIAL LAW AFFECTING CHINESE.

With Special Reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.

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Hongkong, April 16, 1907.



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GREAT POPULARITY

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ALEXANDRA

BUILDINGS

Hongkong, November 30, 1907.

MEMOS FOR TO-MORROW.

Auction.

2.30 p.m.—Auction of Household Furniture, at No. 39, Morrison Hill Road.

Meetings.

4 p.m.—Meeting of China Association, Hongkong Branch at City Hall.

5.30 p.m.—Annual Meeting of Hongkong Benevolent Society at City Hall.

General Memoranda.

FRIDAY, January 31:—

Noon—Meeting of Humphreys' Estate & Finance Co., Ltd., at Co.'s Registered Office.

MONDAY, February 2:—

Exchange Bank Closed.

Register of Shares of the Hongkong and Shanghai Banking Corporation close from this date to 15th February, inclusive.

Goods per *Socotra* not cleared at 4 p.m. on this date subject to rent.

TUESDAY, February 3:—

5.30 p.m.—Organ Recital in St. John's Cathedral.

FRIDAY, February 7:—

Regalia Dance at City Hall.

SATURDAY, February 15:—

Noon—Meeting of The Hongkong and Shanghai Banking Corporation, at the City Hall.

NOTICE.

Letters relating to business should be addressed to THE MANAGER.

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communications addressed to the Editor, and for publication but evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of the "CHINA MAIL" should be sent before 11 a.m. on the day after publication. After that hour the supply is limited. Cash 10 cts., Credit 20 cts., per copy.

Alterations and additions to Advertisements on Pages 1, 2, 3, 6 and 7, should be sent to our office at 5 Wyndham Street not later than 11 a.m. New Advertisements should be sent to our office at 5, Queen's Road Central before 5 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telephone Address: Mail, Hongkong, Telephone No. 22.

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fact that the Transvaal Government is

apparently weakening would seem to show that upon further consideration it has been realised that the object in view might have been achieved with less friction. In whatever manner the Transvaal difficulty is arranged the main problem is still unsolved. Sooner or later Great Britain will have to make a definite announcement in regard to the status of the non-white races which are British subjects.

As things are these races are excluded altogether from Australia (except in the case of students, merchants and so forth) and South Africa and partially, at all events, from Canada. There is no reason to believe that these Colonies will alter their policy. It might be well, therefore, for the Imperial Government to let its non-white subjects understand that certain parts of the British Dominions are definitely closed to them.

There still remain many parts of the world under British control to which the coloured British subject might repair.

In the West Indies there is room for hundreds of thousands, and British Guiana and British Honduras are but sparsely populated. There are other great areas in Central Africa which might, if the necessity arose, be set apart for settlement by British Orientals.

It must be admitted that there would be enormous difficulties in the way of partitioning the Empire between the white and coloured races but some solution will certainly have to be found soon of a problem which grows more dangerous daily. The task is one that will tax the ingenuity of statesmen to the utmost, but it would be easier to deal with them now than ten years hence. It is to be hoped that this is thoroughly realised by the Imperial Government.

Professor Giles, the distinguished Professor of Chinese at Cambridge, has written a long article in the last "Nineteenth Century and After" on the opium question in China, and on the drunkenness among the Chinese in the past. Professor Giles thinks, apparently, that we had better let the Chinese have their opium rather than take it from them, lest, like the nations of the west, they turn to alcohol. The efforts of the Anti-opium Society are treated with scant respect by Mr. Giles. He assumes that the human race must have stimulants of some sort, and therefore if the one is taken the other will be turned to. The Professor bases this contention on a long series of references to wine drinking in China in the past. He has collected together most of the references to wine and the joys of wine that are to be found in Chinese literature, and they are presented to the English reader. The article is more a detailed series of quotations from Chinese books, dealing with wine, than an article dealing with the opium question. Just now, of course, whatever may be the number of quotations possible from Chinese literature in respect of wine, the Chinese people as a whole are a temperate race.

The forthcoming meetings of the Legislative Council promise to be of some moment inasmuch as we understand that His Excellency the Governor will make a statement fully setting out the work done to date on the British section of the Kowloon-Canton railway; and in addition there will be introduced a measure to amend the Public Health and Building Ordinance. Whilst this measure will not compass all that a section of the public desires so far as the sanitary control in the Colony is concerned, it will, we understand, open the way for a better working of the department, and His Excellency will no doubt take the public into his confidence and announce the policy of the Government, as far as possible, in connection with future efforts to adopt such of those recommendations of the Commission as are deemed to be workable and desirable, or make other changes that are calculated to bring about the desired results. The intention of the Governor to speak on the matters that are nearest the public heart will be gladly welcomed by the community as a change in the old policy of ostrich-like silence, and we sincerely hope that it will be the death knell of that unnecessary secrecy with which officials have in the past been wont to wrap everything concerning Governmental enterprise, whether justification existed for mystery or not.

The greater information that is—within limits—accorded the public the better for the smooth working of those things that are promoted ostensibly for the Colony's good and for the promotion of the co-operation that should exist between the Colony's officials and its citizens. If His Excellency the Governor can promote this union alone he will have done something for which Hongkong will for ever be grateful.

LOCAL AND COAST NEWS.

On account of Chinese New Year the CHINA MAIL will not be published next Monday.

Mr. M. S. Flora left port to-day for Miss Bay for practice.

The German cruiser *Arcona* left yesterday afternoon for Amoy.

The Mitsui Bussan Kaisha send us two handsome Chinese calendars for 1908.

The Peking Government has decided to send General Feng Kuo-chang to take command of the forces to police the West River.

On the occasion of the Chinese New Year, Monday, the 3rd proximo, will be observed as a holiday by the troops in Garrison.

The General Officer Commanding will inspect the 2nd Battalion Queen's Own Cameron Highlanders on Friday, 31st instant.

There has been very little done in exchange business on the Rialto during the past week, the steadiness of the market causing a cessation.

The Hongkong and Shanghai Bank meeting will be held on February 15. The share register will be closed from February 3 to 15 inclusive.

Mr. W. J. Gresson, of Messrs Jardine, Matheson and Co., was married to-day at Cotenham. The Jockey Club sent him a congratulatory telegram.

The Douglas steamer *Haiching* (Capt. Hodgkins) came in this morning from Canton, and brought several European passengers, and 98 Chinese. Dull and overcast weather was met with on the way down.

Musketry field firing will be carried out by the 12th D.G.A. Baluchis on Tuesday, 4th February, from Kaulung Tai towards Beacon Hill, from 10 a.m. to 3 p.m.

The Cheongchow from Penang and Hoihow arrived with 347 Chinese passengers on board. Already 200 are booked to leave by the *Hiunching*. On the *Monteagle* 104 go north, and 200 will go, on the *Cheongchow*.

The China Navigation Company's steamer *Chingtao*, on her way to Australia, arrived yesterday evening from Japan. She was dry-docked during her stay in Yokohama. On her way down she had fine but cloudy weather, and a moderate North Easterly was experienced throughout.

This significant item is from a Tientsin exchange: All the events of 1902, with a full account of the flight of His Majesty into Siam, and all the doings of the allied forces, are to be compiled and circulated among the people by order of the Empress Dowager in order that they may not forget the sufferings of that time.

A Tokyo message to the *Mainichi* states that owing to the curtailment of military and naval expenditure the construction of two battleships which were to have been laid down at the Yokosuka and Kure Dockyards this year has been postponed. Work on them may be commenced next year.

It is reported that in return for the concessions made to the Norddeutscher Lloyd S. S. Company with regard to this Bangkok service, the N. Y. K. has obtained some special privileges in regard to the services between Japan and Shanghai, and Shanghai and Hongkong. The *Kaisha* will consequently open a new service to connect with the German steamers on the Bangkok route.

The size of warships has been steadily growing for many years, though they are still not large compared with passenger steamships. The tonnage of warships is reckoned by their displacement, and the largest afloat is not 20,000 tons, whereas the carrying capacity of the Great Eastern reached that figure. The displacement of the new German vessel, designed to beat the *Lusitania*, will be nearly equal to four Dreadnoughts.

According to the Japanese papers, the amount to be lent to Korea by the Japanese Government is ¥19,882,023, divided into six instalments payable in the period 1907-12. The sum to be lent in the coming fiscal year is ¥5,250,000. The term for the repayment of the loan is indefinite, but, under the guidance of the Residency General, the Korean Government is making efforts to improve the taxation collection system, and to develop various industries with a view to repayment of the debt as soon as possible.

HONGKONG'S TRAMWAYS.

Sir Clifton Robinson Complimentary.

Sir Clifton Robinson, the tramway expert, who has been sojourning in the Colony for a few days, in the course of a tour round the world, left by the German mail to-day for Colombo, en route for Egypt and home. During his stay here Sir Clifton naturally took a great interest in our tramway services, and in the industrial development of the Colony, and visited Canton as well. Having traversed the whole of the electrical tramway system here Sir Clifton was able to pay high compliments to Mr. Gray Scott, the Manager, and to the designers of the power house and the line. "Mr. Scott has," said Sir Clifton, "justified his high opinion formed of his abilities when he was appointed to the position by the excellence of the arrangements and the splendid condition of the permanent way, the running stock, and the general high standard of the working plant. The permanent way seems to have been admirably constructed and its maintenance, as well as that of the whole equipment, reflects the highest credit upon Mr. Scott as the responsible engineer. The power house has been, as I expected it would be, splendidly situated and designed, and installed with the best possible plant and machinery. The system seems to be adequate for present needs in the Colony—that is on the lower levels—and that it carries some nine or ten million passengers annually on its thirty cars and over nine or ten miles of line, is specially satisfactory and a happy augury for the future.

"With regard to the expansion of the system in other directions there is not much scope on the lower levels, owing to the geographical formation of Hongkong, but on the higher levels there is great opportunity in developing what is one of the best residential sites in the world. There is, indeed, scope for the employment of more than one—or two, as contemplated—high level tramways. I should think three or four. And in addition there is ample call for lines along the various levels.

"I have taken the opportunity to go to Kowloon, where I visited the Dock works, and I am greatly impressed with the future of the peninsula. Tramway lines to feed the coming railway should be a source of great convenience and profit and I am surprised that someone has not already taken hold of that idea. There are, I should say, great prospects."

During his trip to Canton heavy rain and water sports from house tops tended to mar the pleasure of the trip, but Sir Clifton was able—even through the rain and falling water—to detect the vast industry that characterises the City of Rams and appraise the possibilities that exist for tramway services. What surprises Sir Clifton with regard to cities like Canton, Peking, and Osaka, in Japan, is that they are devoid of the latest aid to civilized utility and comfort, viz., tramways, but he feels that they will not be long in showing up in the streets of the cities mentioned.

During his trip in Japan Sir Clifton gained great admiration for the tenacity of purpose of the Japanese. He felt the spirit of inquiry abroad, and was particularly struck by the amount of information they desired in regard to all manner of engineering schemes.

SOCIAL AND PERSONAL.

Siam papers announce the death, on Jan. 15, of the Hon. Edward Henry Strobel, General Adviser to His Majesty's Government. The deceased gentleman was 53 years old. After a distinguished career in the diplomatic service of the United States of America in 1903 he accepted the post he held at the time of his death.

A Tokyo message to the *Mainichi* confirms the recent report from Seoul to the effect that the Korean Emperor's father has decided to go to Tokyo in the near future. It is said that His Majesty's object is to show his respect for the Japanese Emperor and to see his son, the Korean Crown Prince. The Tokyo authorities concerned are said to be consulting as to the welcome to be accorded to the Imperial visitor.

Since the beginning of 1903 there have been large exports of rice on the part of Bangkok to Europe. The total amount of rice duty paid for the ten days ending January 13 amounted to Tes. 84,333.53. The month promises to be a good one for export, and several other large cargoes for Europe are pending.

In last year's China Station gun-layers' test, P.O. first-class Higgins, firing from the after twin turret, made ten hits in a minute with his gun out of ten shots fired, of these nine were bulls. This constitutes a record for target-shooting; and since the vessel was steaming at over 12 knots and the range was from 1,350 to 1,500 yards it is highly creditable.

A note to the slender person is Imperial Draught Beer.—Advrt.

THE BEST IS ALWAYS CHEAPEST

IN buying medicine, a few pence from each bottle is no inducement to the buyer. He wants that which is most effective, as it is cheapest in the end. This is why Chamberlain's Cough Remedy is so popular here. It is guaranteed to do all that is claimed for it and its cures of cough, colds and croup are always satisfactory. For sale by all chemists and storekeepers.

BY TELEGRAPH.

SHANGHAI WATCH CLUB.

Manager Committed for Trial.

(From Our Correspondent.)

SHANGHAI, January 23.

Ivor Thomas, Manager of the Shanghai Watch Club, has been committed for trial at the Supreme Court, on a charge of conspiring with others to cheat and defraud and obtain money by false pretences.

GALLANT RESCUE.

Yachtsman Saves a Chinaman.

A gallant rescue was effected on Saturday afternoon in the harbour by Mr. J. W. Kew. Whilst out cruising with a party on the yacht *Australian*, one of the Chinese crew, who could not swim, fell overboard. Immediately the cry of "man overboard" was raised, and without waiting to divest himself of any clothes—as the yacht was travelling at a good speed at the time—Mr. Kew jumped into the sea and ultimately managed to seize the drowning man. The panic of the Chinaman, in addition to the weight of clothes, made the task of sustaining the Chinaman one of great difficulty, but fortunately Mr. Kew managed to obtain some assistance from an ear that was thrown over, and later was got safely on board with the rescued Chinaman. Mr. Kew's courageous act, at the risk of his own life, saved the life of the Chinaman.

STUDY OF POLITICAL ECONOMY.

Essential for China.

The British Consul-General at Canton, Mr. R. W. Mansfield, thinks that to a large extent the salvation of China is involved in a study of political economy. He took the opportunity on Saturday at the prize distribution in connection with the Hegan College of the Ellis Kadoorie Chinese Schools Society of saying: "I have a very deep admiration for many of China's institutions and for her ancient literature, but there are many subjects which have so far been untouched by it. One of these is I believe the science of Political Economy. This is a science which as a result of the experience of many great observers and thinkers lays down certain unchangeable laws which cannot be without disaster to a state ignored by its rulers. It teaches among other valuable lessons that sound taxation should be based on the principle that the absolute necessities of life should be free to all and that everything that may be considered as a luxury will bear heavy taxation as it is paid for by the rich. Also that internal trade should be free and should be encouraged in every way as it tends to bring riches to the country and increases the prosperity and tax-paying powers of the nation. Again in selecting the direction of taxation it should always be borne in mind that the cheaper the cost of collection the more revenue comes to the Government and the less the tax payer has to pay. China which has of late years made great strides in reform is greatly in need of money, but has not as yet begun to deal with this most important part of reform and I hope that the pupils of this school may as they grow up become the pioneers in bringing to the front

BY TELEGRAPH.

MR. CHAMBERLAIN.

Still Indisposed.

(Exclusive Service, supplied by Reuter, via Bombay.)

LONDON, January 28.

The Rt. Hon. J. Chamberlain will not attend Parliament during the coming session.

THE ROUTE TO INDIA.

Proposed Acceleration.

(Exclusive Service, supplied by Reuter, via Bombay.)

LONDON, January 28.

Baron Alois von Aehrenthal (Minister for Foreign Affairs in Austria-Hungary) in the annual statement to the foreign committee told the Hungarian delegation that he hoped shortly to effect a junction between the Austrian, Turkish and Greek Railways at Carian.

A through communication would then be established to Athens, thus providing the shortest route from Central Europe to Egypt and India.

ASIATICS IN THE TRANSVAAL.

LONDON, January 27.

The "Daily Telegraph" states that the Johannesburg Government, realising the seriousness of the situation, has decided to reconsider the whole attitude towards Asiatics; to appoint a Supreme Court Judge to examine into the objections to the Registration Act; to devise a system which will not offend the susceptibilities of the Asiatics, and if necessary to make amendments to the Act next session.

In the meanwhile the Act will be in abeyance and prosecutions cease.

Reuter's Agency in Pretoria wires that Mr. Smuts declares there is no truth whatever in the "Telegraph's" statement, re Asiatics in the Transvaal.

TURKEY AND PERSIA.

LONDON, January 27.

A Russian telegram from Tabriz states that Prince Firman Firman has evacuated Subulak.

GALE AT PORT SAID.

LONDON, January 27.

A gale has been raging at Port Said since Sunday and much damage has been done; the telegraphs are interrupted and the canal traffic suspended.

"CLOWNS AT THE CIRCUS"

Young China's Garb.

The tendency of the rising generation of Chinese to wear a polychrome costume neither Chinese nor foreign is repugnant to Mr. Lau Chiu Pak. Speaking at the distribution of prizes at the Honan College, on which occasion he presided, Mr. Lau Chiu Pak said, addressing the pupils:—My young friends, what I wished to speak to you about appears to have reached your ears before-hand. I do not see amongst you such evidence of the mixed style of dress as I did when I last came. But still I think it would be wholesome for you to hear what I have got to say on the subject. So long as you make yourselves look respectable and not ridiculous in school you are at liberty to adopt any style you like. But when you appear in clothing which is neither Chinese nor European you transform yourselves into such ridiculous figures as those who keep an eye on your welfare cannot but criticise. If you feel more comfortable or handier in any clothing other than Chinese, adopt it by all means but in its entirety and not in the semi-civilised habit so conspicuous amongst you until recently. When you still wear the queue and the long coat, if you put on a European workman's cap, putalons and leather boots I should say you look no better than the clowns at the circus. Such a get-up brings no credit to your parents or yourselves. To show the world that Young China is advancing is certainly not by adopting this peculiar change of dress.

READING is good, seeing is better, but drinking Imperial Draught Beer is best. Try it.—ADVT.

HOW DIPHTHERIA IS CONTRACTED.

ONE often hears the expression, "My child caught a severe cold," which was developed into diphtheria, when the truth was that the cold had simply left the little one particularly susceptible to the wandering diphtheria germ. When Chamberlain's Cough Remedy is given it quickly cures the cold, and lessens the danger of diphtheria or any other germ disease being contracted. For sale by all chemists and storekeepers.

THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

Ordinary General Meeting.

The eleventh ordinary general meeting of the China Provident Loan and Mortgage Company, Limited, was held at the offices of the General Managers, Messrs. Shaw, Tomes and Company, at 11.30 to-day. Mr. Robert Shewan was in the chair and there were also present: Messrs. H. P. White, Dr. J. W. Noble, J. S. Van Buren, Chow Hing Kee (Consulting Committee), J. M. E. Machado, G. C. C. Master, R. Hancock, J. McCubbin, E. W. Harry, Fung Yu Chuen, U. Poi On, U. Hing Sui, U. Poi Yan and J. A. Young (Secretary).

The Secretary read the notice convening the meeting. The Chairman said:—Gentlemen, the report and accounts for the year 1908 have been in your hands for some days, so, with your permission, we will take them as read on this occasion. You will have seen from them that we are able to pay our usual dividend of eight per cent. and add \$8,000 to the Reserve Fund, after writing off \$8,000 from our profits to meet depreciation of securities. This, I hope, you will agree with me is a very favourable result in a very unfavourable year for business throughout the Colony. As you know failures in Chinese commercial circles have been numerous and our business of making loans has required more than the usual amount of thoughtful consideration. Whether you choose to put it down to good luck or good management the fact remains that we have come off exceedingly well in the matter of bad debts in a year of heavy losses and unsatisfactory trade all round. No one of the loans now in our books give us any particular anxiety. In regard to the accounts it is of course regrettable that we have to provide so much to cover shrinkage in value of our investments, but so you all know we are not singular in this respect, all stocks and shares having suffered from the prevailing depression and dropped to figures much below their normal value. Our holdings of Light and Power shares however show a profit at \$6, their average cost being about \$5, and in reference to these shares I would like to explain that we did not specially select them as an investment for our Reserve, but they came into our possession as the outcome of our transactions with that Company, which resulted very profitably for us. Having the shares thus in our hands, but if we had had any choice in the matter we should have chosen a less speculative and more easily realisable stock for the purpose. However, we can make better use of the money in our ordinary business so we have now as you will notice from the Balance Sheet withdrawn the shares from the Reserve, and will dispose of them from time to time as quickly as possible. You will see that in accordance with the decision come to at the meeting of October 26 last we have purchased the property known as the Po On, or King Yik, Godowns for \$850,000 plus \$4,250 Court fees, legal expenses, etc. From all we have seen of the business so far we are quite well pleased with its prospects, and feel satisfied that we have made a very good bargain in your interests, for anyone who knows anything of the value of property in that district will tell you that the price paid is a very low one. To cover interest on the cost we have a steady income from storage, which we feel sure we can increase. I need not enlarge upon the advantage of now having the goods upon which we make advances in our own care in our own godowns. To provide for the purchase of this property the paid up capital of the Company was increased to \$1,200,000 in accordance with the resolution passed on October 26 last. There is only one other matter to which I think I may refer and that is the low market price of our shares. It is not a matter that comes within the jurisdiction of the General Managers, but my attention has been drawn to the point by shareholders who have asked me to give you my opinion at this meeting. All I can say is that I consider the shares are quoted at much below their real value. It is not as if our profits were problematical or our business a speculative one. All our advances are covered while in the case of Provident Loans the margin of security increases with every monthly payment. At the most the greatest risk you run is of an error in judgment on our part in advancing too much on the security offered. Although losses are to be expected in every business ours have been few and far between and very slight at that. I have no desire to boom the Company's shares for that is an operation that always results on the heads of Directors and Managers, nor can I pronounce an opinion as to the true market value for that depends on supply and demand, and we all know that the demand is poor just now, but if you will look at the figures you will see that intrinsically the shares are worth on a division of the assets at least \$11 each, and if you will remember that those assets are liquid or easily realisable, and not sunk in plant and machinery or unsaleable stock you must agree with me that ours is one of the soundest and safest stocks in the market, and should certainly be in better request.

There being no questions I beg to move the adoption of the report and accounts as presented. Mr. Master—May I second that motion? And may I say on my own behalf that I have been with great pleasure to the chairman's address and I think shareholders must be pleased to hear his views as to the soundness of the Company. Personally I always wondered how it could come a

sunsh except by extremely bad management and I would certainly not do Messrs. Shewan, Tomes and Company—and particularly Mr. Robert Shewan—the injustice of thinking they could not manage it. Mr. Shewan—Thank you.

Mr. Master—I have always wondered why those shares have stood so low because, as Mr. Shewan says, we have not got our capital sunk in some particular business with large stocks and machinery which one day might become useless owing to improvements. I personally think this is a company in which the widow and orphan might put their money and feel fairly secure and I am very pleased Mr. Shewan has rather opened out in his remarks as it will give shareholders confidence, and I thoroughly believe all he says.

The report and accounts were then adopted. Mr. Machado proposed the re-election of the Consulting Committee, with the addition of U. Poi On. Mr. Fung Yu Chuen seconded and the motion was carried.

Messrs. A. O. D. Gordon and W. H. Potts were re-elected auditors on the motion of Mr. McCubbin, seconded by Mr. Terry.

The Chairman—That is all the business Gentlemen; dividend warrants are now ready.

SPORTING.

Football.

The following will represent the Hongkong Club in their match against Shanghai on Monday next:—Goal, Dr. F. H. Kew; backs, E. F. Aucott (capt.) and A. Hamilton; halves, J. Hall, A. Piercy and A. Gregory; forwards, W. H. Williams, R. R. Turner, O. Eager, L. J. Wishart and J. H. Mead.

Training Notes.

To-day, Wednesday, saw the usual mid-week crowd at the course, and as the morning was fine and the Valley free from mist, watch holders had no difficulty in following the ponies. One old hand was greatly tickled, however, with what he called Archie's humour, and in consequence called on two or three galls. The humourist promised to remain a mute spectator henceforth.

Some good times were put up, and Mr. Marshall's Nutmeg Tree, with Vida up, went the mile and a half in the remarkably good time of 3.38, the first quarter being 34. Seeing that it is this pony's first gallop, this is, by those who know, considered "can do," and without presuming to be an authority, chingurs would do well to watch this pony's future performances.

Other two good gallops were Astral's mile and Spring Rose's mile. The best gallop of the morning, however, was the mile done by York Rose and Lancaster Rose; the time being 2.15, and the former won on the post.

It might just be as well to correct a mistake which appeared in my notes of yesterday with regard to the three-quarters run by Fleetfoot, Energy and Dulciance. Fleetfoot, the former, was the winner, and not Dulciance, the latter.

The following are the times taken:—Beaufort, half-mile, 37.1, 0.77. Astral, one mile, last three quarters, 37.1, 1.2, 1.43.

Coxcomb, one mile and a quarter, 37.1, 1.4, 2.24, 2.56.

Stirkebeck and Beguine, one mile and a quarter, last mile, 35.1, 1.15, 1.50, 2.24.

Homocoe, one mile, last three quarters, 36.1, 1.2, 1.44.

Black Prince Rose and Drueckeborg, one mile, 33.1, 0.8, 1.43, 2.19.

Judith Rose, one mile and three quarters, 1.17.5, 1.54, 2.31, 3.08, 3.40, 4.13.

Sidley Roy, one mile and a half, last mile and quarter, 39.1, 1.17, 1.54, 2.30, 3.02.

Manchurian Chief, one mile, last three quarters, 1.13, 1.46.

Blue Nile, one mile, 37.1, 1.11, 1.45, 2.17.

Adpatrick, one mile, last three quarters, 37.1, 1.13, 1.47.

Renfrow, three quarters, last half, 33.1, 1.08.

Campthorpe, one mile and a quarter, last mile, 35.1, 1.11, 1.45, 2.18.

Spring Rose, one mile, 36.1, 1.09, 1.44, 2.15.

Diamond, one mile, last three quarters, 39.1, 1.16, 1.51.

Sofron Rose and Rainbow Rose, one mile, 37.1, 1.10, 1.43, 2.19.

Gunn Tree, one mile and a quarter, 39.1, 1.16, 1.53, 2.30, 3.01.

Silverlake, one mile, last half, 36.1, 0.8, 1.43, 2.18.

Kirkwood, one mile, full time 2.18.

Starlight, one mile, 37.1, 1.14, 1.51, 2.24.

Psycho Rose, Hayden and Mira, one mile, 37.1, 1.13, 1.49, 2.25.

Dumdrilikes and Tiltistudon, one mile, 38.1, 1.13, 1.52, 2.27. The former won by over three lengths.

Nutmeg Tree, one mile and a half, 40.1, 1.17, 1.51, 2.27, 3.02, 3.36.

Sidley Dhu and Mistle, one mile and a quarter, full time 2.38.

Forster, one mile, last three quarters, 36.1, 1.10, 1.44.

York Rose (Rorie) and Lancaster Rose (Rustie), one mile, 34.1, 1.09, 1.42, 2.15.

Pine Tree, one mile, 34.1, 1.12, 1.51, 2.23.

CHINA.

There is great difficulty in getting pure foods and genuine goods in the Orient. Drink Imperial Draught Beer and you are sure of one pure article.—ADVT.

BEWARE OF PNEUMONIA.

If you have weak lungs, you have reason to be low pneumonic, and should keep at hand a bottle of Chamberlain's Cough Remedy. It counteracts any tendency of a cold to result in pneumonia. For sale by all chemists and storekeepers.

THE YIKSANG WRECK.

The Captain's Story.

The story of the wreck of the British steamer Yiksang was told this morning by Captain W. S. Thomas at the enquiry held at the Harbour Office before Commander Basil R. H. Taylor, R.N., Commander Marchant H. Penfold, H.M. Navy, Captain Pylus, s.s. Empress of India, Captain F. Jamieson, s.s. Singun, and Captain A. E. Hodgins, s.s. Hinchin.

Mr. C. D. Wilkinson appeared for Captain Thomas, and a letter was read in which the captain stated he had lost everything, even the log book.

After leaving Wakauatsu on January 10, said Captain Thomas, Okai was wrecked without mishap, the Yiksang travelling full speed—8.6 to 8.7 knots per hour. On the 14th speed was reduced to about 8½ knots, his object being to get into Hongkong early in the morning. The weather then was fairly clear, and so it continued while witness was on deck. At 11.50 p.m. the course was altered to S. 46 W., error 1 E., because he could not see the Chapple Island light and wished to give the Brothers a wide berth. He turned in shortly afterwards with a clear conscience, thinking he had about two hours ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the low brother. The Captain ran aft and found that the fire was out, the cylinders awash and the pumps could not be put on. The weather was then, he thought, foggy, and he ordered the boats to be lowered, but the chief and second officers were already doing that. The Chinese were excited and when No. 1 boat was lowered they rushed in and swamped it, there being a heavy swell on. Both the chief and second officers did their duty thoroughly and witness put the log into No. 1 boat. The Chief Engineer, though ordered to get into one of the boats, refused, saying "You first, captain." Witness then got into the boat, the water then rolling over the rail. The Chief Engineer endeavoured to follow, but on each occasion went back and thought to jump did not do so, and finally the boat was pushed off. On reaching the lee of the Brothers it was found there was a heavy swell running and the captain told those in the boat not to land. The boatswain landed and witness believed the five Chinese were lost from his boat. Witness was about thirty feet away when No. 2 boat capsized and pulled several of the capsized Chinese on to the rock.

The President—What became of the survivors of No. 1 boat?

Witness—They landed on the rock. Witness continued, and said he approached the rock with caution and landed ten men, but the other boats rushed on to the rock and were swamped. The Captain then returned to the wreck to look for the engineer, but found the Yiksang had disappeared. Four or five hours the search continued, all the wreckage being examined, but with no success. No. 6 boat was found water-logged and it was bailed out and the plug put in.

To Captain Pylus—The Chinese on board were counted at Japan. The Chief Officer was on deck when the accident happened.

William Gibb, the Chief Officer, said he had been in the employ of the Indo-China Company for nine years, eight years of which had been spent on the China coast. When passing Okai he took bearings and found they were 6½ miles away, and he considered the course laid down by the captain to be a perfectly safe one. He was on watch from eight to twelve. They did not see Chapple Island, though a look out was kept for it until he thought it was abeam. When the captain left the bridge at 11.52 the course was slightly altered, the captain remarking he could haul her out a bit.

Witness left the deck at midnight when relieved by the second officer, and he returned again at four o'clock, it being the custom to clear fires at that hour. The steamer burned Japanese coal which gave considerable smoke, and as it was blowing on the lee side the smoke obscured the vision of those on board. At that time they must have been within three miles of the Brothers, but they could not be seen on account of the smoke. When witness did see them they were from one and a half to two ship's lengths off, slightly on the starboard bow. Witness put the helm hard-a-starboard and thought he would be able to clear but they struck, heading south east by south. Witness then went to call the captain but met him coming up. The whole of the crew rushed up on deck and the boats were lowered, witness getting into the starboard No. 2 boat, with the second officer and second engineer. Witness thought the captain was the last to leave the ship but afterwards saw the chief engineer on board. He told the boatswain to keep off the rock until morning, but the latter disobeyed and the boat capsized. Witness saw the hull of a boat passing but his hall was unimpaired.

James Pringle, second officer, and William McCall also gave evidence, hearing the statements given above. McCall (second engineer) stated that when the ship struck he shut the engines off without orders from the dock. There was no time to wait for orders as the vessel made water rapidly.

Mr. Wilkinson addressed the Court and contended that the wreck was due to an abnormal set in of tide—which was confirmed by the fact that another ship passed inside the Brothers shortly after the occurrence, whereas it was customary for all vessels to pass outside of the Brothers. According to telegrams this boat, the Yiksang, was set in at the rate of one mile per hour.

The Court found that the Yiksang had been properly and prudently navigated, a proper look-out kept, and all reasonable precautions taken. The accident was due to a very abnormal setting of the current.

RAILWAYS IN CHINA.

II.

XII.—SHANGHAI LINE (CHONGTAI). From Shikhiachwang (at the 15th mile) to the south of Chongtong, where the line joins with the Kiangnan, to Taiyuanfu, 160 miles (Russo-Chinese Bank enterprise).

The central station is at Shikhiachwang. This line carries principally coal from the Tsingling mines and coke.

Several lines are more or less vaguely projected in Shanai.

a.—From Taiyuanfu to Pingyao, 100 miles to the S.S.W. of Taiyuanfu, as a beginning of the line from Taiyuanfu to Sianfu.

b.—From Tatumfu (North Shanai) to Kalgan.

c.—From Puchowfu, S.W. extremity of Shanai, to Tungkuwan (Shensi), a commercial centre on the Weiho and thence to Sianfu.

d.—From Pingyangu to Tschowfu, to join the railway of the Peking Syndicate.

XIII.—TAOKOW-TSINGWACHEN RAILWAY (TAOTUNG).

This is a Peking Syndicate Enterprise. From Taokow, on the River Wei (which puts the line in communication with the Grand Canal and Tientsin), to Tsingwachen (Hwaikungfu).

Taokow to Tsingwachen ... miles
Taokow to ... 30
Tsingwachen to ... 30

A short branch line of 1½ miles connects to Jamieson Mines, worked by the Syndicate. The central station, connecting with the Kiangnan line, is at Sianfu.

The traffic comprises passengers, the Syndicate's coal and salt to Taokow. An extension is projected from Pashan to Tschowfu, in order to connect with the future Shanai lines.

XIV.—KAI-FENG-HONANFU RAILWAY (PEKING).

a.—Line from Chongchow, central terminus and connection with the Kiangnan line, to Kaifeng, being provisionally worked.

Chongchow to Kaifeng ... miles
Chongchow to ... 22
Kaifeng to ... 40

One mixed train per day makes the journey in two hours and a half.

b.—Line from Chongchow to Honanfu (under construction).

Chongchow to Honanfu ... miles
Chongchow to ... 16
Honanfu to ... 26

The line will be finished in 1908—about 27 miles already built. Principal freight—coal, coke, corn, oils of all kinds, cottons, copper, paper.

c.—The Honanfu line is the natural beginning of that of Sianfu.

XV.—SHANTUNG RAILWAY. (Shantung-Eisenbahn Gesellschaft), 283 miles.

PRINCIPAL STATIONS.

Tungtau to ... Miles
Tungtau to ... 11
Kiaochow to ... 51
Kaumi to ... 96
Changlopuen (Fangtze mines) 114
Weihaiwei to ... 122
Tungchowfu to ... 158
Changtien to ... 187
Chowshan to ... 198
Tiananfu to ... 256

BRANCHES.

Changtien to ... Miles
Tschun (mines) to ... 14
Peshan to ... 27

This line is unique, having a gauge of 1.435 metre.

There is a vague proposal for a railway from Chefoo to Tsinan either direct or via Weihai.

The concession of the line from Tsinan to Chongtongfu, which would connect the Shantung railway with the Kiangnan (Peking-Hankow) railway, was resold to China at the time of the withdrawal of the German garrisons.

XVI.—TIENTSIN-CHINKIANG RAILWAY.

This line was conceded to an Anglo-German syndicate. The Northern part was to be constructed by the Deutsche Asiatische Bank interest and the Southern part by British-Chinese Corporation. The surveys have been made and the final agreement has now been signed, but the line will now run from Tientsin to Pukao opposite Nanking, instead of Chinkiang.

XVII.—SHANGHAI-NANKING RAILWAY (HOU-SING).

Line from Wooming to Nanking (British and Chinese Corporation.)

Wooming Ports to Shanghai ... Miles
Shanghai to Nanking ... 11
Quianan to ... 32
Soochow to ... 53
Wesoh to ... 80
Changchow to ... 104
Tungyang to ... 132
Chinkiang to ... 160
Nanking to ... 183

The terminus is on the banks of the river below Nanking. The line is in regular operation as far as Chinkiang, and will probably be completed and in operation to Nanking by next autumn. A commencement has been made to double the line.

A line, projected more or less vaguely, would start from Pukao, opposite Nanking, by way of Fong-yang-fu, etc.

The British and Chinese Corporation has a claim for the right of construction of the Soochow-Hangchow line, and is constructing the Canton-Kowloon line.

XVIII.—KIAOCHOW RAILWAYS (HU-FONG).

There are Chinese enterprises, their inception being opposition to the British-Chinese Corporation.

a.—Line from Shanghai (Tung-tai-du) to Sung-kiang-fu and Kashing (Cheking), where a connection will be made with the Cheking and Anhwei system. About 40 miles construction begun.

b.—Line from Kashing to Soochow.

XIX.—ANHWEI RAILWAY (WU-KUANG).

(Chinese Enterprise—Lord Li). From Wuhu, new foreign concession, by

Siuen-chang-hsien and Kwang-tehchow, to Kashing via Huchowfu, where it will connect with the Kiangnan and Cheking systems. Work is commenced.

XV.—KIANHAI RAILWAY (NANSHANG).

Line from Kiukiang to Nanchang. Nothing has been done, but the line was to have been commenced in 1907. The line will be about 100 miles.

XVI.—PINGSIANG RAILWAY.

From the coal mines of Pingang (Kiangsi) to Chuchow Hun, via Liling. The line is 64 miles. Four trains run each way per day, carrying 800 tons of coal and coke, principally for the Hanyang works, and three passenger carriages.

There is a proposal to extend the line to within 20 miles of Changsha. Chuchow is 50 miles distant.

XVII.—SZECHUAN RAILWAY.

Capital is being raised by shares. Line from Chengtu to Harkow (Chowwen). The headquarters is at Liang-ho-kow, about 15 miles from Ichang. Some preliminary work has been done.

XVIII.—CHIEKIANG RAILWAY.

Line from Kashing, where it connects with Kiangsu and Anhwei systems, to Hangchow, about 40 miles, under construction. An extension is proposed to Shao-shing-fu, Ningpo, etc. A short branch from Hangchow to Tschow-tang-kiang is in operation. The line to Kashing will pass by the east of the Grand Canal towards Haining.

XIX.—FUKIEN RAILWAYS.

Proposed lines:—a.—Line skirting the Min River, from Foochow to Kwantow, by Pagoda.

b.—Line from Amoy to Chongchow-fu, then by Chuan-chow-fu and Hing-hwa-fu to Fouchow.

c.—Branch from Changchow-fu to Chingchow-fu (Kwangtung), where it will connect with the Kwangtung system.

XX.—KWATCHEW-CHIAOCHOW RAILWAY.

Chinese Enterprise. The line is 24½ miles, in level country, but subject to floods. It appears that the ballasting and crossings are already in a bad state. The capital is \$1,500,000. The daily receipts average \$800. Three trains each way per day make the run in 1½ hours. Seven intermediary stations.

XXI.—CANTON-HANKOW RAILWAY (YUEH-AN).

Since the repurchase of this line from the American syndicate in September, 1903, there has been great activity in the holding of meetings to appoint and elect directors. The length of the line will be 750 miles. The three provinces, Kwangtung, Hunan and Hupoh, through which the line will pass, have not arranged a common organisation.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES & LONDON,
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Conducting Steamers	Due at	Due at
to	HONGKONG	from COLOMBO to	MARSEILLES & LONDON	PLYMOUTH (London) 1 day later
COLOMBO	1908			
PENINSULAR 5300	Feb. 8	MAEDONIA 10500	Mar. 7	Mar. 14
DEVANHA 5300	Feb. 22	BRITANNIA 7000	Mar. 21	Mar. 28
DELTA 5300	Mar. 7	MOULTAN 10000	Apr. 4	Apr. 11
MAEMORA 10500	Mar. 21	(through steamer)	Apr. 18	Apr. 25
DELHI 5300	Apr. 4	MOLDAVIA 10000	May 2	May 9
MALTA 5300	Apr. 18	HIMALAYA 7000	May 16	May 23
DEVANHA 5300	May 2	MONGOLIA 10000	May 30	June 6
OCEANA 7000	May 16	INDIA 8000	June 14	June 21

Passengers change steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from COLOMBO is arranged in Hongkong at time of booking.
In addition to the above Mail Steamers the following INTERMEDIATE (NON-REVENUE) STEAMERS will leave for
LONDON,
CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due at
to	HONGKONG	LONDON
* PALAWAN 5300	Feb. 12	March 30
* NUBIA 5300	Feb. 26	April 13
* MANILA 5300	March 12	April 29
* BORNEO 5300	March 26	May 11
* NORE 5300	April 9	May 24
* JAPAN 4500	May 23	June 6
* SUMATRA 5300	May 23	June 20

These Steamers call also at Singapore, Penang, Colombo, and at Malacca or Mauritius.
* Carry 1st and 2nd Saloon Passengers. * Carry only First Saloon Passengers.
For further particulars, Apply to
E. A. HEWETT,
Superintendent.
2.21

OSAKA SHOSHEN KAISHA.
REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA
PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

STEAMERS	Leave	Leaving
to	HONGKONG	
* DALIN MARU, Capt. I. SAKURAI	TAMBUK, Via SWATOW AND AMOY.	SUNDAY, 2nd Feb., at 10 a.m.
* JOSEPH MARU, Capt. H. S. SMITH	TAMBUK, Via SWATOW AND AMOY.	SUNDAY, 9th Feb., at 9 a.m.

These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidships. Unrivaled Table.
* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.
For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1, QUEEN'S BUILDINGS.
T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
KUMERIC	6232	Cowley	1908
* SHAWMUT	9808	E. V. Roberts	21st February
* TREMONT	9808	T. W. Garlick	21st March
* SOVERIC	6232	W. Shotton	9th April

* Cargo only. * Passenger accommodation.
CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
JOINER ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

* The twin-screw s.s. Shawmut and Tremont are fitted with very superior Accommodation for First and Second-Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.
PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, apply to
Dodwell & Co., Limited,
GENERAL AGENTS.
QUEEN'S BUILDINGS.

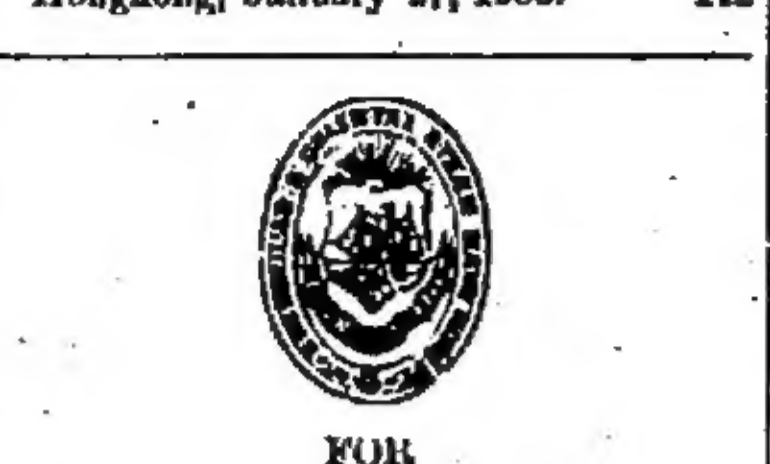
Shipping.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship **ERNEST SIMONS**, Captain GRARD, will be despatched for the above ports on or about MONDAY, the 3rd February.
J. MILLET,
Agent.
Hongkong, January 27, 1908. 142



FOR
STRAITS, CHILON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH
AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship **PENINSULAR**, Captain R. A. PATERA, carrying His Majesty's Mails, will be despatched from the office for BOMBAY, &c., on SATURDAY, the 8th February, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's Steamship **Macedonia** 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuables, all Cargo for France, and for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required to be stated.
For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, January 25, 1908. 137

NOTICES TO CONSIGNEES.
NOTICE TO CONSIGNEES.
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER **SOCOTRA**.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.
CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be landed here on instructions are given to the contrary before 6 Hours.
Goods not cleared by the 3rd February, at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, January 25, 1908. 145

NOTICE TO CONSIGNEES.
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER **PENINSULAR**.
FROM BOMBAY, COLOMBO AND STRAITS.
CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be landed here on instructions are given to the contrary before 6 Hours.
Goods not cleared by the 29th January, at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, January 23, 1908. 123

ADVERTISEMENTS.
THE Attention of Advertisers is drawn to the Latest Hours for receiving Advertisements and Corrections to Advertisements on Pages 3, 6 and 7, should be sent to our Office at 5, Wyndham Street, not later than 11.30 a.m. New Advertisements should be sent to our Office at 5, Queen's Road Central before 3 p.m.
THE CHINA MAIL, LD.

IS CHRISTIANITY WORTH INTRODUCING INTO CHINA?
Reprinted from the "CHINA MAIL."
To be had at the "CHINA MAIL" Office, 5, Queen's Road Central.
Price 50 Cents.

THE CHINKING LANDSLIP.

A somewhat serious landslip occurred in Chinking on January 18, at 3.30 p.m. on Messrs Butterfield and Swire's "Bundling," says the "N. C. Daily News." It is stated that the land round this vicinity and in other places has been in a dangerous state for some time. On Saturday a piece of land 250 ft. in length dropped into the river so unexpectedly, that it carried with it thirty Chinese, and they were all drowned.

A huge pontoon was washed away from its moorings by the waves which came in after the landslip, and several boats that were passing at the time of the accident had a narrow escape.

It is feared by many that a more serious landslip may take place in the near future. There are landslips almost daily in Chinking on the opposite side of the river.

It will be remembered, that not many years ago, a disastrous landslip took place in Chinking when Ching Chong's premises, and two streets, with some three hundred Chinese all went into the river, and no trace could be found of them. When the depth of the slip was measured afterwards, it was found to be eighty fathoms.

Dentistry.

DR. HARRY FONG,
AMERICAN TRAINED DENTIST.
ELECTRICAL AND LATEST IMPROVED APPLIANCES.
51, QUEEN'S ROAD CENTRAL.
1319

PEAK TRAMWAYS COMPANY, LIMITED.
TIME TABLE.
WEEK DAYS.

7.00 a.m. to 7.30 a.m.	Every 30 minutes
7.30 a.m. to 8.30 a.m.	Every 10 minutes
8.30 a.m. to 11.00 a.m.	Every 15 minutes
11.30 a.m. to 12.45 p.m.	Every 15 minutes
12.45 p.m. to 1.15 p.m.	Every 10 minutes
1.15 p.m. to 1.45 p.m.	Every 15 minutes
1.45 p.m. to 2.15 p.m.	Every 10 minutes
2.15 p.m. to 3.00 p.m.	Every 15 minutes
3.30 p.m. to 6.00 p.m.	Every 15 minutes
6.00 p.m. to 8.00 p.m.	Every 10 minutes

SUNDAY.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT JARS as on Week Days.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, 200, VICTORIA ROAD CENTRAL.
JOHN D. HUMPHREYS & SON,
General Managers. 1861

WEEKLY NEWS FOR HOME.

The Overland China Mail
Published to suit the Departure of each English and French Mail Steamer to Europe.
FULL REPORTS
AND ALL THE LATEST INTELLIGENCE
(Commercial, Shipping, etc.)
The best paper for posting to friends at home.
\$17 per annum (including Postage).
THE CHINA MAIL, LTD.,
5, QUEEN'S ROAD CENTRAL.

PREACHING THE GOSPEL IN JAPAN AND TIBET.

By Prof. R. H. PARKER.
On sale at the "CHINA MAIL" Office, Queen's Road Central.
Price 50 Cents.

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—break-down, as it were, of the vital force that sustains the system. No matter what may be its causes (for they are almost numberless), its symptoms are such that the more prominent being depression, sense of prostration or weakness, depression of spirits and loss of energy for all the ordinary duties of life. Now, what alone is absolutely certain in all such cases is increased vitality—vitality.

VITAL STRENGTH AND ENERGY.

On a diet of flour and rice, and experience proves that as night follows day this may be more easily secured by a course of the celebrated life-reviving tonic.

THE EXPIRING LAMP OF LIFE.

and a new existence imparted in place of what had so lately seemed "worn-out," "used up," and "valuable." This wonderful medicine is purely vegetable and innocuous, it is capable of the most extraordinary cures, and it is so easily taken that it is difficult to imagine a case of disease or debility, whose main feature is a general exhaustion, which will not be speedily and permanently benefited by this life-reviving tonic. It is the only medicine that has been proved to be a wide-spread and successful human remedy.

THE CHINA MAIL, LTD.

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Price 50 Cents.

THE CHINA MAIL, LTD.
5, QUEEN'S ROAD CENTRAL.
For Sale by PRINCIPAL AGENTS.

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, January 29th, 1908.
At 100 cents per Dollar Mexican.

Butcher Meat.

Beef steaks and prime cut—Mei Lung Pa	lb 20
" Corned—Ham Ngan Yuk	20
" Roast—Shiu	20
" Breast—Ngan Lam	16
" Soup—Tong Yuk	16
" Steak—Ngan Yuk Pa	20
" Canton Ngan Lam Sides	30
" Sausages—Ngan Channg	26
Bullock's Brains—Slow	per set 10
" Tongue fresh—Ngan Ta	each 50
" Corned—Ham Ngan Ta	55
" Head—Ngan Tau	80
" Heart—Ngan Sun	12
" Lump—Ngan Kin	20
" Feet—Ngan Kerk	each 7
" Kidneys—Ngan Yiu	10
" Tail—Ngan Mei	17
" Liver—Ngan Con	12
" Tripe (andressed)—Ngan To	7

Calves' Head & Feet—Ngan chah-tau-kak, set \$1.00.
Mutton Chop—Yeung Pui Kwat lb 24 || " Leg—Yeung Poi | 24 |
" Shoulder—Yeung Shan	22
Pigs' Chikings—Chi chong	24
" Brains—Chi Know	per set 2
" Feet—Chi Kerk	12
" Fry—Chi Chak	24
" Head—Chi Tau	22
" Heart—Chi Sun	each 10
" Kidneys—Chi Yiu	10
" Liver—Chi Con	12
Pork Chop—Chi Pui Kwat	24
" Corned—Ham Chai Yuk	24
" Leg—Chi Poi	24
" Fat or Lard—Chi Yau	18
Sheep's Head and Feet—Yeung Tan Kerk set	50
" Heart—Yeung Sun	each 6
" Kidneys—Yeung Yiu	10
" Liver—Yeung Con	12
Sucking Pig, To Order—Chi Chai	12
Suet, Beef—Sang Ngan Yau	16
" Mutton—Sang Yeung Yau	24
Veal—Ngan Chai Yuk	20
" Sausages—Ngan Chai Chong	20

Poultry.

Chicken—Kai Chai	lb 30
Capon, Large, Small—Shi Kai	28
Ducks—Ai	20
Doves—Pan Kae	each 15
Eggs, Hen—Kai Tai	per dozen 24
Fowls, Canton—Kai	13
" Laidan—Hoi Nam Kai	27
Geese—Ngai	20
Goose, Wild Shih—Shi Yee Ngai, pair	—
Man's Deer—Wong Kae	each —
Hare, Shanghai—Tu Chai	60
" Partridge—Chi Kai	60
Pheasant—Shan Kai	pair \$1.00
Pigeons, Canton—Pak Koy	each 58
" Holow—Hoi Hoi Pak Koy	24
Quail—Um Chun	16
Rice Birds—Wo Pa Cheuk	dozen —
Suip, Sa-Choy	each 20
Turkeys, Cook—Phor Kai hung	60
" Hon	45
Wild Ducks, Shih—Shanghai Set-up pair	—
Real—Sui Ap Chai	60
Wild Ducks Canton—Sang Shing Sui Ap, ea.	60

Fish.

Barbel—Ka Yu	10
Bream—Bin Yu	14
Canton Fresh Water Fish—Hoi Shu Yu	14
Carp—Li Yu	18
Catfish—Chik Yu	16
Codfish—Moo Yu	24
Crabs—Hal	28
Ontle Fish—Mak Yu	13
Dab—Sa Mang Yu	13
Dace—Wong Mei Lun	11
Dog Fish—Tik Tu Sa	8
Eels, Canton—Hal Maan	14
" Fresh water—Tian Shu Yu	14
Gala, Yellow—Wong Shu	24
Frogs—Tian Kai	29
Garoupa—Sok Pan	48
Gudgeon—Pak Kuy Yu	12
Herrings—Tio Pak	18
Halibut—Cheung Kwan Kuy	24
Labrus—Wong Fa Yu	18
Loach—Wu Yu	28
Lobsters—Eong Ha	24
Monkfish—Chik Yu	16
Snake Fish—Mong Yu	24
Mullet—Chai Yu	22
Oysters—Sang Hoo	20
Fat Otolis—Kai Kung Yu	15
Petich—Tao Eoo	14
Pike—Pa Pak Pong	8
Plaice—Pan Yu	18
Pomfret, Black—Hak Chong	22
Pomfret, White—Pak Chong	28
Sardines—Ming Ha	48
Say—Pai Pa Sa	9
Rock Fish—Sok Kai Kung	14
Branch—Chi X	28

Seafood.

Crabs—Kai Yu	10
Bream—Bin Yu	14
Canton Fresh Water Fish—Hoi Shu Yu	14
Carp—Li Yu	18
Catfish—Chik Yu	16
Codfish—Moo Yu	24
Crabs—Hal	28
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Sardines—Ming Ha	48
Say—Pai Pa Sa	9
Rock Fish—Sok Kai Kung	14
Branch—Chi X	28

Meat.

Beef steaks and prime cut—Mei Lung Pa	lb 20
" Corned—Ham Ngan Yuk	20
" Roast—Shiu	20
" Breast—Ngan Lam	16
" Soup—Tong Yuk	16
" Steak—Ngan Yuk Pa	20
" Canton Ngan Lam Sides	30
" Sausages—Ngan Channg	26
Bullock's Brains—Slow	per set 10
" Tongue fresh—Ngan Ta	each 50
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" Heart—Ngan Sun	12
" Lump—Ngan Kin	20
" Feet—Ngan Kerk	each 7
" Kidneys—Ngan Yiu	10
" Tail—Ngan Mei	17
" Liver—Ngan Con	12
" Tripe (andressed)—Ngan To	7

Meat.

Salmon—Ma Yau Yu	lb 28
Shark—Sa Yu	9
Skate—Po Yu	10
Shrimps—Ho	28
Snapper—Lap Yu	24
Sole—Tat Sa Yu	20
Tench—Wan Yu	18
Turbot—Cho Hoi Yu	24
Turtles, small, fresh water—Kerk Yu	60
White Bait—Ngan Yu Chai	—

Fruits.

Apples, (California)—Kam San Ping Khe	25	平果
" (Cheloo)—Tin Chun Ping Khe	20	天平平
" Small—Hoi Tong	—	海菜
" Custard—Yan Lai Chai	each	香松
Bananas, fragrant, Canton—San Shing	lb 3	省城香蕉
Hong Chiu	—	山城香梨
Bananas, (brides), Macao—San Hong Chiu	—	風城香梨
Chestnuts, Chinese—Fong Lat	10	山棧
Carambola—Yeung Tuo	—	楊子
Cocoanuts—Yeh Tse	each 10	椰子
Lemons, China—Ning Moong	lb 6	檸檬
" America—Kam San Ning Moong	—	金山檸檬
Lichee Dried—Lai Chi Small Stone	20	荔枝
" Fresh—	—	荔枝
Limes, (Saigon)—Sai Kung Ning Moong	6	西貢青檸檬
Mango, Manila—Lai Sang Mong	—	月芒
Mangosteen—San Chik Tse	per 100	芒竹
Oranges, (Canton)—San Shing Tin Chang	lb 6	省城甜橙
Oranges Sweet	—	甜橙
pears, (American)—Kam San Shui Li	lb 12	金山山梨
" (Canton), Cooking—Sa Li	—	梨
Peanuts—Fa Sang	10	花生
Persimmons Large—Hong Chiu	—	紅柿
Pine-apples, large quality—Sheung Poon Ti	—	本地大波
" Small—	—	本地小波
" 2nd cooking—Chung-ang-paw-law	5	中等波
Plantains, Tai Chen	lb	大梨
Plums—Swatow Hung Lai	—	紅梨
Pomelo, Siam—Chim Lo Yan	each 10	油梨
Shanghai—Lo Kwai	lb	上海粉梨
Walnuts—Hop Tuo	12	合桃
" Green—Sang Hop Tuo	—	綠合桃
Water Melon—(Am.) Kum San Sai Kwa	—	金山西瓜
" (China) Sai Kwa	—	西風
Grape—Sang Po Tai Tse	—	生葡萄

